AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

Claims 1-8. (Canceled)

9. **(New)** A fuel injection device for an internal combustion engine, comprising

a housing and a first valve element which has a first hydraulic control surface acting in the closing direction

at least one second valve element which has a second hydraulic control surface acting in the closing direction,

said first and said at least one second valve elements each being associated with a separate hydraulic control chamber which control chambers are capable of being connected to a shared high-pressure connection and which are at least partially delimited by a respective hydraulic control surface

a fluid connection between the control chambers, and

a valve device in the fluid connection that is able to disconnect the fluid connection.

10. **(New)** The fuel injection device according to claim 9, wherein said first and second valve elements are situated coaxially, wherein control chamber associated with the inner valve element and the fluid connection are situated in an end section of the outer valve

element, and wherein the valve device has a pin-shaped, preferably conical valve member on the inner valve element, which, in an open end position of the inner valve element, at least approximately closes the mouth of the fluid connection into the inner control chamber.

11. **(New)** The fuel injection device according to claim 10, wherein the hydraulic control surface of the inner valve element is conical as a whole and thus constitutes the valve member of the valve device.

12. **(New)** The fuel injection device according to claim 10, wherein the end segment of the outer valve element comprises a separate cylindrical part containing a central, stepped through bore.

13. **(New)** The fuel injection device according to claim 11, wherein the end segment of the outer valve element comprises a separate cylindrical part containing a central, stepped through bore.

14. **(New)** The fuel injection device according to claim 9, wherein the fluid connection extends approximately in the radial direction and the valve device has a valve edge on a valve element functioning as a slide valve, which, in an open end position of this valve element, at least approximately covers the mouth of the fluid connection.

15. **(New)** The fuel injection device according to claim 9, wherein the fluid connection comprises a flow throttle.

16. **(New)** The fuel injection device according to claim 10, wherein the fluid connection comprises a flow throttle.

17. **(New)** The fuel injection device according to claim 11, wherein the fluid connection comprises a flow throttle.

18. **(New)** The fuel injection device according to claim 12, wherein the fluid connection comprises a flow throttle.

19. **(New)** The fuel injection device according to claim 14, wherein the fluid connection comprises a flow throttle.

20. **(New)** The fuel injection device according to claim 9, wherein one valve element comprises a driving segment that rests against the other valve element at least at the beginning of the closing process.

21. **(New)** The fuel injection device according to claim 10, wherein one valve element comprises a driving segment that rests against the other valve element at least at the beginning of the closing process.

22. **(New)** The fuel injection device according to claim 12, wherein one valve element comprises a driving segment that rests against the other valve element at least at the beginning of the closing process.

23. **(New)** The fuel injection device according to claim 14, wherein one valve element comprises a driving segment that rests against the other valve element at least at the beginning of the closing process.

24. **(New)** The fuel injection device according to claim 9, wherein the control surfaces are dimensioned so that when the pressure in the control chamber associated with the outer valve element is increased further, before the inner valve element has moved into its open end position in which it closes the fluid connection, the inner valve element closes before the outer valve element and the hydraulic force, which acts on the effective control surface of the inner valve element when the valve device is closed and when the maximum pressure prevails in the control chamber associated with the outer valve element, is sufficient to move the inner valve element in the closing direction as soon as the outer valve element has reached its closed position.

25. **(New)** The fuel injection device according to claim 10, wherein the control surfaces are dimensioned so that when the pressure in the control chamber associated with the outer valve element is increased further, before the inner valve element has moved into its open end position in which it closes the fluid connection, the inner valve element closes before the

outer valve element and the hydraulic force, which acts on the effective control surface of the inner valve element when the valve device is closed and when the maximum pressure prevails in the control chamber associated with the outer valve element, is sufficient to move the inner valve element in the closing direction as soon as the outer valve element has reached its closed position.

26. **(New)** The fuel injection device according to claim 13, wherein the control surfaces are dimensioned so that when the pressure in the control chamber associated with the outer valve element is increased further, before the inner valve element has moved into its open end position in which it closes the fluid connection, the inner valve element closes before the outer valve element and the hydraulic force, which acts on the effective control surface of the inner valve element when the valve device is closed and when the maximum pressure prevails in the control chamber associated with the outer valve element, is sufficient to move the inner valve element in the closing direction as soon as the outer valve element has reached its closed position.

27. **(New)** The fuel injection device according to claim 14, wherein the control surfaces are dimensioned so that when the pressure in the control chamber associated with the outer valve element is increased further, before the inner valve element has moved into its open end position in which it closes the fluid connection, the inner valve element closes before the outer valve element and the hydraulic force, which acts on the effective control surface of the inner valve element when the valve device is closed and when the maximum pressure prevails

in the control chamber associated with the outer valve element, is sufficient to move the inner valve element in the closing direction as soon as the outer valve element has reached its closed position.

28. **(New)** The fuel injection device according to claim 20, wherein the control surfaces are dimensioned so that when the pressure in the control chamber associated with the outer valve element is increased further, before the inner valve element has moved into its open end position in which it closes the fluid connection, the inner valve element closes before the outer valve element and the hydraulic force, which acts on the effective control surface of the inner valve element when the valve device is closed and when the maximum pressure prevails in the control chamber associated with the outer valve element, is sufficient to move the inner valve element in the closing direction as soon as the outer valve element has reached its closed position.